



45-6

State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF OIL, GAS AND MINING

Michael O. Leavitt
Governor

Ted Stewart
Executive Director

James W. Carter
Division Director

355 West North Temple
3 Triad Center, Suite 350
Salt Lake City, Utah 84180-1203
801-538-5340
801-359-3940 (Fax)
801-538-5319 (TDD)

March 3, 1995

TO: Minerals File

FROM: Tony Gallegos, Reclamation Engineer *aa*

RE: Site Inspection, Interstate Brick Company, Fivemile Pass Mine, M/045/006, Tooele County, Utah

Date of Inspection: March 2, 1995
Time of Inspection: 2:15 - 3:37 p.m.
Conditions: Overcast, cool, recently rained
Participants: Jerry North, Interstate Brick Company; Tony Gallegos, and Tom Munson, DOGM

Purpose of Inspection: To evaluate recent reclamation of pre-law sites and also evaluate current mine workings.

The inspection began with the visit to the pre-law pit labelled **2e** on the map received by the Division February 11, 1994. Jerry North submitted an additional photo of the **2e** pit. The photo was showing the configuration of the pit before the highwall was drilled, blasted and bulldozed down. Interstate had been dumping waste rock (overburden) in the west end of this pit. The pit had a nearly vertical highwall along the southern border and partially around the eastern border. A 6-foot earthen safety berm was constructed around the highwall. Interstate Brick recently drilled and blasted the highwall. The rubblized material was then bulldozed to create a talus slope.

As a result of Interstate Brick's drilling and blasting, the vertical highwall has been replaced with a bench approximately 5 feet high and 15 feet wide, which then drops down to a talus slope down to the bottom of the vertical pit. The earthen berms are also still in place. Photographs were taken of this pit area.

The next area visited was the pit labelled **2g** on the above referenced map. Pit **2g** was also a pre-law pit; however, in this case, Interstate Brick impacted the entire pit area. This disturbance is considered part of the current mining and reclamation plan. Interstate may do some additional mining in this area. From this area, the rocks which have been placed on the road to block access to the **2e** pit are visible.

A small recycling symbol consisting of three chasing arrows forming a triangle.

The next area visited is the pre-law dump labeled **5a** on the map and located immediately south of the **2g** pit. This dump was not used by Interstate. The dump was composed of wasterock overburden. While removing the topsoil in the Phase 1 area of their recent amendment, Interstate decided to regrade the dump and place topsoil on it. They found an abundance of topsoil during the pre-stripping operations in the Phase 1 area. Topsoil was stockpiled near the Phase 1 area and also hauled to the **5a** dump. The angle of repose slopes on this dump were reduced to a lesser angle and a minimum of 6" of topsoil was placed over the dump. Jerry North estimated the regrading and topsoiling of this dump required a months worth of work. The top and slopes of this dump were graded fairly smooth before topsoil placement. This smooth sloping surface has started to erode in places.

While the Division cannot require Interstate to do any additional work on this dump area, we would offer several suggestions for future reference. The regraded dump should be left in a very rough surface condition prior to placing soil material. If this creates problems with placing the soil, then the surface should be ripped along the contour after the soil is placed. The idea behind the rough surface is to create enough surface irregularities to collect and retain water and seed, as well as minimize erosion. Another option would be to create a rough surface by making an irregular pattern of depressions using a backhoe bucket or dozer blade. The rough and irregular surface will also make the area less attractive to ORV users. Jerry indicated they may haul some large rocks onto the dump area to discourage ORV users. It was suggested that scattering the large rocks on the dump top and slope may discourage ORV use as well as giving the area a more natural appearance. ORV tracks were visible on the dump at the time of this inspection.

The next area visited was the Phase 1 area recently amended into the permit. The Phase 1 pit is an expansion of an existing pre-law pit. This area was the source of the topsoil. Some of the salvaged topsoil was placed on the **5a** dump. There are also three topsoil stockpiles located south of the Phase 1 pit area. Waste rock from the Phase 1 pit has been piled to the south of the pit and also to the north of the pit. These waste rock locations will allow Interstate to push the material back into the pit area as part of their reclamation. At the time of this inspection, a hole was visible in the footwall of the pit (north pit border). The hole was a break through into the old underground mine workings created by previous operators (Utah Fireclay and/or Interpace?).

Jerry indicated the current plans for the Phase 1 pit are for the pit to deepen following the inclined foot wall. The present pit floor should drop several feet at the north end and 50 feet or more at the southern end. Photographs were taken of the current pit configuration. We asked Jerry for an updated map of the Fivemile mine showing the current pits, waste rock dumps, topsoil stockpiles, and roads.

Page 3
Site Inspection
M/045/006
March 3, 1995

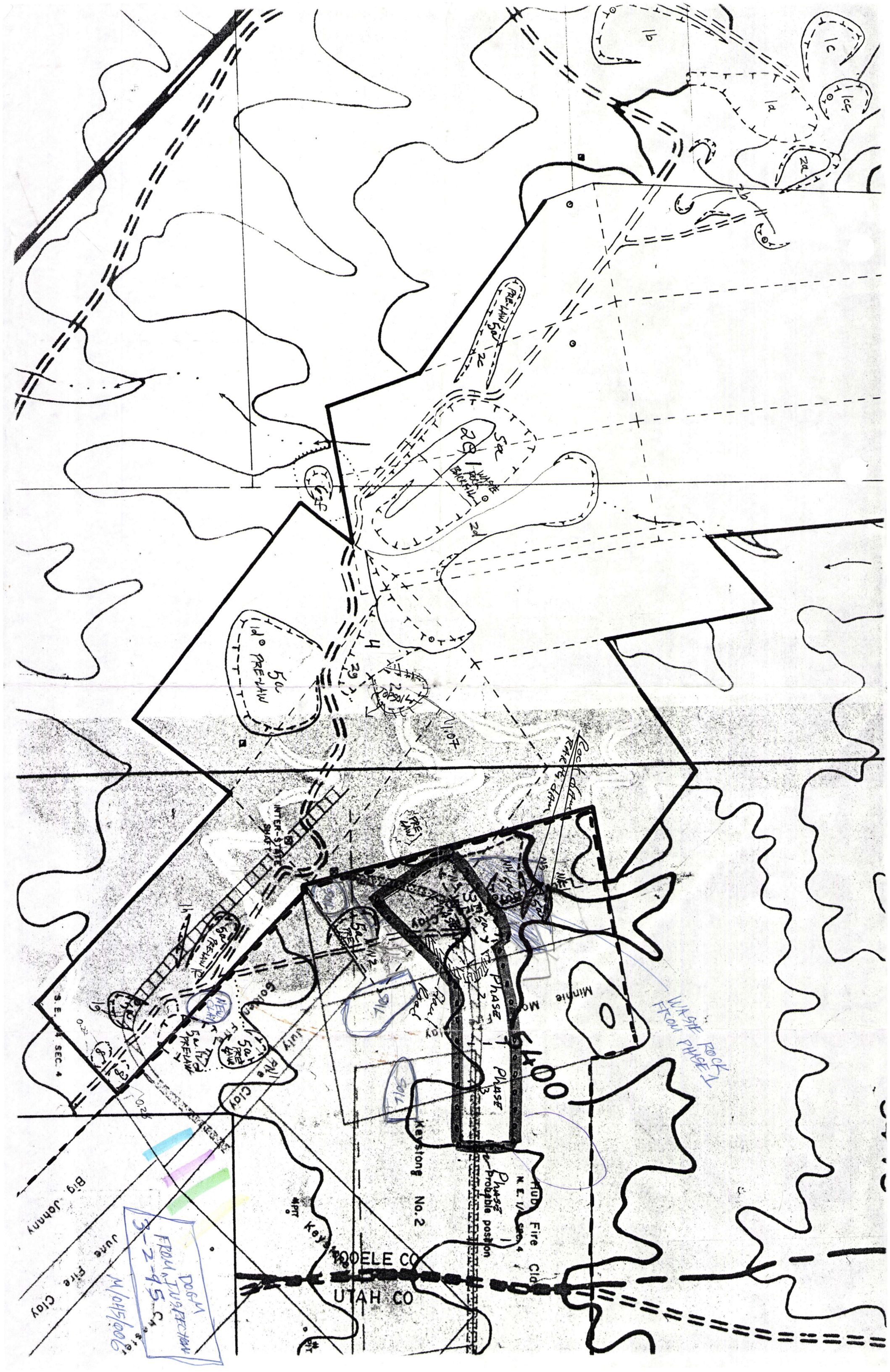
During this part of the inspection, three motorcycles appeared on site. They proceeded to ride around in the west end of the Phase 1 pit. They also were riding over the topsoil stockpiles. Jerry North informed them this was private property and the BLM had created a ORV area further to the north. Photographs were taken of the motorcycles on site. Upon entering the Fivemile area, some new signs were visible from the highway. The signs had been posted by the BLM identifying an ORV area further to the north. Interstate has posted signs identifying the area as owned by Interstate Brick and being private property.

We next visited the new clay stockpile area. This is the area where clay excavated from the Phase 1 pit had been stockpiled. All the clay had been removed from the site at the time of this inspection. The stockpile area was just a large flat pad area. This stockpile area is located near a cluster of pre-law disturbance dumps and pits.

To the southeast of the new clay stockpile is an old pre-law pit which has a considerable highwall with a road right along the edge. Interstate Brick has placed a boulder barricade around the highwall perimeter which does not allow travel on the existing hazardous road.

In conclusion, we informed Jerry that we would send him a copy of the inspection memo. We would also attach a copy of the memo to his recent submission for an Earth Day Award Nomination. Photographs were taken of all the general areas visited. It should be noted that the pre-law areas which have been topsoiled, have not been seeded. Jerry indicated they may seed those areas when they reclaim some of the permitted areas.

jb
cc: Jerry North
Earth Day Award Nomination
Tom Munson (route)
M045006.ins



5443





M/045/006
FIVE MILE PASS

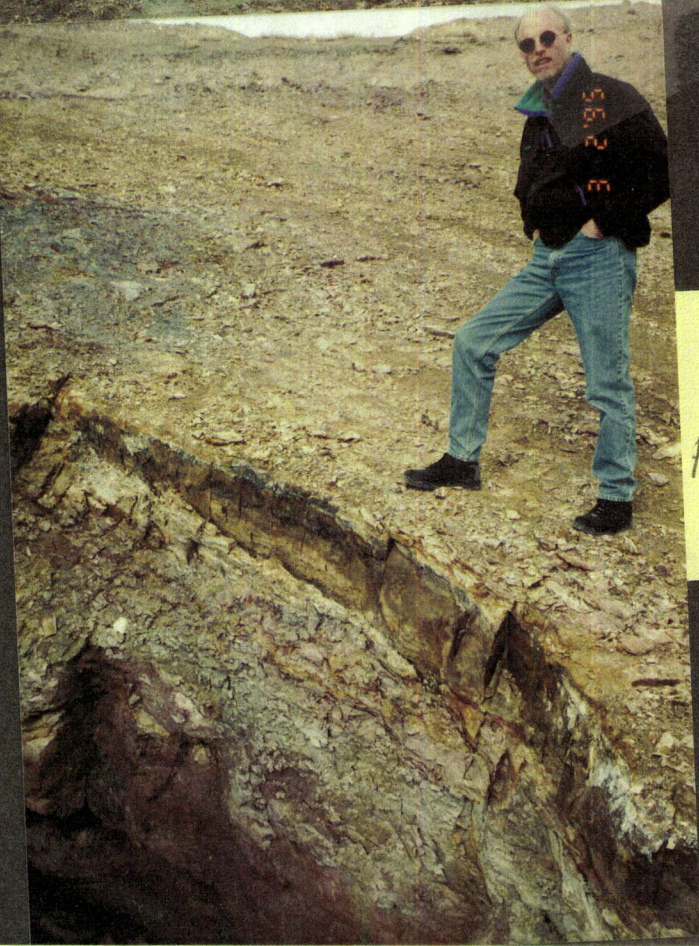
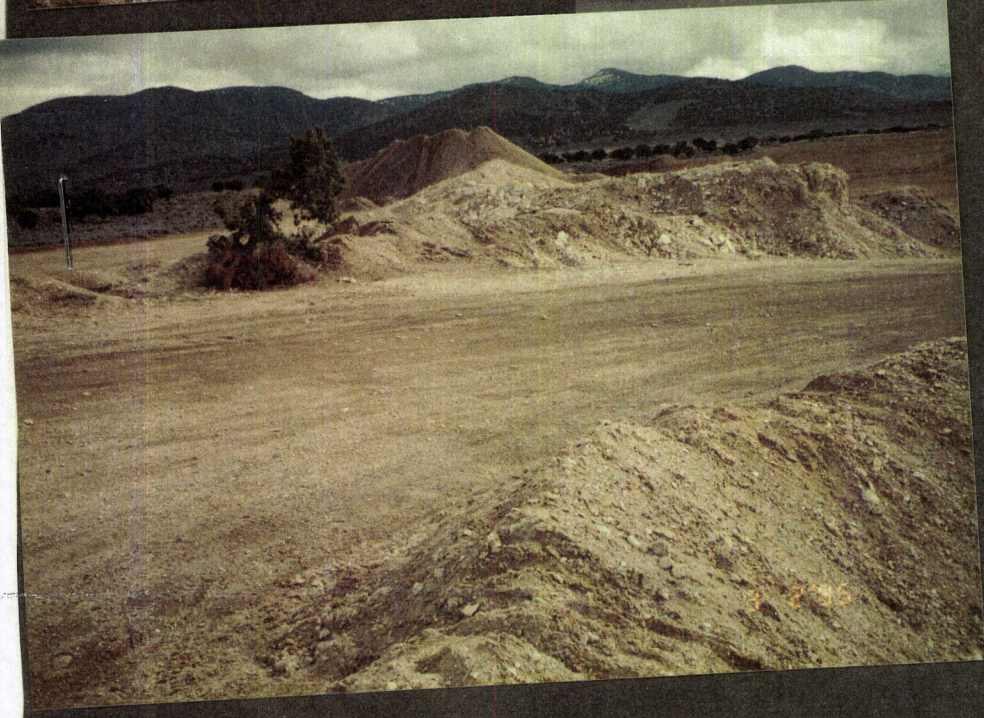






M/045/006
FIVE MILE PASS





M/045/006
FIVEMILE PASS